

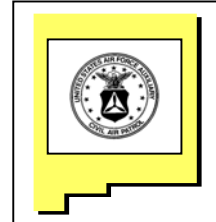


# CACTUS COURIER

CIVIL AIR PATROL - NEW MEXICO WING

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## CHECK PILOT CONFERENCE TO BE HELD

By Lt Col Jim Van Namee,  
NMWG Stan/Eval Officer

The annual Check Pilots Conference NCPC will be held January 25 & 26 at the CAP Santa Fe Hangar. Check in will begin at 0730 and ground training will commence at 0800 sharp. It is recommended that all attendees bring their own lunch. Due to anticipated discussions, especially IRT the new update to CAPR 60-1, we will probably go right up to 1300 at which time flight operations will commence.

All appropriate forms for attendance at a Senior Members Activity, along with all Form-5 questionnaires, forms and documentation (see CAPR 60-1) if taking a Form 5 flight check, should be filled out in advance and brought to the conference. Ground training is a requirement for the check ride. IF you are planning to have a check flight please bring all the necessary documentation for a Form 5 checkride. A Mission Number will be provided at the conference.

A reminder to SQUADRON COMMANDERS - The biannual Form 5 Trend Analyses is due to Lt. Col. Jim Van Namee, Wing Stan/Eval (jimvn@aol.com) NLT January 6, 2003. He needs to compile all of the data, so please be timely. Recommend you have your senior check pilot, or Stan/Eval pilot, compile all you squadron data for one submission to L/C Van Namee. Use the same format you used in July, 2002. Or, email L/C Van Namee for the format. It is in MS EXCEL.



## CAPR 60-1 CHANGES AGAIN

At the request of John A. Salvador, National Director of Operations, the following letter from our National Commander was to be sent to all Wing Commanders and aircrew members.

NM Wing Commander Jim Norvell is fully aware of the concern by CAP pilots regarding the emergent change to the CAPR 60-1 in early December. He is hopeful that the newest change (see CAPR 60-1 Change 2) will clear the air and allow CAP pilots to get back to business.

The letter read:

*Fellow Civil Air Patrol Aviators:*

*As you know, I recently directed an emergency change to CAPR 60-1. We definitely got your attention and now that we have it, let me explain why we proposed such tough language.*

*\$1.25 Million of our valuable assets were damaged or destroyed last year in accidents that killed five of our members and one customer. We need to make a significant change in our risk management and safety focus to prevent this from happening again in 2003. My staff and I have listened to hundreds of comments about the pilot liability change we recently made. We value your membership in our organization so based on your inputs, we've adjusted the liability portion of CAPR 60-1 to the attached language. We are also reviewing taxi criteria based on your inputs.*

*I need your personal commitment to improve the overall safety of our programs. Working together, we can turn this past year's terrible trend around. We CAN do it if we all focus on the goal -- a professional, safe flying operation. Thanks for your commitment and support. Best wishes to you and your families for a safe, relaxing, and enjoyable holiday season!*

*Maj Gen Richard L. Bowling  
National Commander*

## CADET SUMMER ENCAMPMENT DATES ANNOUNCED

NM Wing Joint CAP Encampment/JROTC Leadership School will be held at Kirtland AFB 20-26 July 2003. Cost for CAP cadets is \$125.00. Applications must be received by LtCol Frank Buethe, Encampment Commander **NOT LATER THAN** February 28, 2003. Applications are to be sent to: LtCol Frank A. Buethe, Encampment Commander, 38 Desert Mountain Road, Placitas NM 87043-9552.

Cadets wishing to apply for a cadet staff position must indicate so on their application. Cadet staff applicants will report Friday, 18 July 2003, for cadet staff training. Point of Contact for the Cadet Encampment is LtCol Frank Buethe, Encampment Commander at 505-771-0841 or 350-0858, or e-mail at [Frank.Buethe@kirtland.af.mil](mailto:Frank.Buethe@kirtland.af.mil).



## Los Alamos Cadets Compete in California

By 2 Lt Gretta Christensen, LA Sq PAO

Eight months of training came to an end for six cadets from the Los Alamos Composite Squadron as they traveled to Mt. San Antonio College in Walnut, California to compete in the Footlocker West Regional Cross Country Championships on December 7, 2002.

The morning began early for all of the cadets as they arrived at the track by 6:45 a.m. in order to help warm-up and cheer-on their first competitor, C/SMSgt Curtis Christensen. Two miles later, with a time of 12:15, Christensen finished 31<sup>st</sup> out of 104 runners.

The rest of the Cadets, all high school students, ran in 5K races. "It was so hard!" was the consensus of all of the participants. C/Amn Mike

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Wermer ran the race of his life in the senior boys race, and finished within seconds of his targeted time of 18:55 minutes. Wermer was 75<sup>th</sup> overall.

"It was very hot and extremely hard! But I met my goal—I finished the race," said the lone female cadet, C/SMSGT Marit Christensen, who ran in the sophomore girls' race.

C/TSgt. Jonathan Roybal ran impressively in the sophomore boys' race. Roybal ran his 5K in 18:39, finishing 51<sup>st</sup> out of a field of 160 runners.

By the time race number 17 arrived, southern California had warmed up significantly. C/A1C Teddy Atkins was disappointed in his race. "It was just a bad day for me."

The Cadets' cheering subsided at the end of race number 19 as C/A1C Chris Schramm crossed the finish line, 19:54 minutes after he began his race. For several minutes following his run, all Schramm could say was, "That was so hard!"

The cadets are now enjoying a month off from their running schedule. All plan to resume their training in January and return next year to "the hardest race" they've ever run.



## Farmington Presents Of The Year Awards

Farmington Composite Squadron held its annual Christmas Gathering in December. The highlight of the evening was the announcement of the Squadron's Cadet of the Quarter, Cadet of the Year and Senior Member of the Year.

Receiving the Cadet of the Quarter was C/Airman Zeke Martin. The award is presented to the cadet who has shown the most improvement in their participation as a CAP cadet. Cadets are judged on their uniform, participation and attitude. The award is given quarterly during a calendar year or annually if there are no quarterly candidates.

The Cadet of the Year was presented to C/Senior Master Sergeant Nicole Timpano. C/SMSGT Timpano has been a member of CAP for five years and has recently passed her Mitchell exam. She has exemplified *Service Before Self* by going the extra mile when requested to serve the squadron. Her attitude and *esprit de*

*corp* has proven that she is truly an outstanding cadet.

A member of CAP for more than a year, Capt Joe Baker, was presented with the Squadron Senior Member of the Year award. Capt Baker, who is the Squadron Aerospace Officer and Mission Pilot, has a great "I'd be glad to" attitude which has endeared him to the squadron. Rarely does Capt Baker say "no" and is willing to help further the CAP mission by his participation and attention to detail. Talk about dedication .... during a planning meeting for the last SAREX held in Farmington in September, Capt Baker said, "I'll participate if my wife has the baby (the Bakers were expecting their fourth child) before that date. Otherwise, I'll have to stay around the house." Fortunately, baby arrived on Tuesday and Capt Baker was able to participate in the SAREX that following weekend.

All of these outstanding members are congratulated on their awards. Each of them continues to set the example for the Farmington Composite Squadron.



## SAREX PROCEDURE CHANGES

*By Lt Col Frank Buethe, NMWGESO*

From lessons learned in the past SAREXs this year the following procedures will apply to future SAREXs:

1. Inbound pilots should call Incident Base (telephone numbers will be included in the ANNEX L for each SAREX) prior to departing home base and give mission base ETD and ETA. That way incident base will know how many aircraft are inbound and when to expect them.
2. Inbound pilots should prepare a CAPF 104 at home base before departure and turn it in upon arrival with the safety inspection sheet and fuel quantity (if refueled upon arrival).
3. Outbound pilots must send fuel receipts to wing headquarters as soon as practical so wing can file for reimbursement from CAP National HQ in a timely manner. Because fuel receipts are required by CAPR 173-3 it is imperative pilots send the original receipts to wing headquarters ASAP. Ultimately, if wing cannot document the flight's fuel usage with receipts, the cost will

become the pilot's responsibility. Therefore please ensure this detail is completed immediately after returning home from a SAREX.



## Safety Bulletin

*By Col Larry Harrah,  
NMWG Safety Officer*

I hope that you have all had a pleasant and successful holiday season and have made your New Year's resolutions with an emphasis on **SAFETY**. The holidays have passed and the more severe winter weather has arrived. It is the time to review in-depth the hazards associated with winter! I would like to again remind each of you of some of the more common hazards: **faulty heating systems; ice and snow on the walks, roads, vehicles, aircraft and airports; overloaded electrical circuits; and of course overeating** (too late for some).

The principal hazard, which plagues our pilots in this season, is the tendency towards lack of proficiency. In unpleasant weather, we tend not to maintain as great a degree of proficiency, both because of the adverse weather and the unpleasantness associated with preparing for flight in the cold! Nevertheless, this is also the season when we may be called upon to execute SAR to save lives. We owe our customers and ourselves our best and **safest** efforts. Review, study and practice the skills that may be required for safe and effective mission accomplishment.

Our safety slogan for January 2003 should be:

**Resolve to be Safe! Plan to be Safe!**

A resolution has little meaning unless you place emphasis on the elements of Safety: Awareness, Attitude, Responsibility and Planning! As a part of any resolution, make yourself aware of the potential hazards of the planned operation. Develop the attitude that foreknowledge of all potential hazards will lessen their impact by allowing you to plan ahead the appropriate response. Take responsibility for your actions and reactions.

In our December Wing Staff Meeting, the problem of microwave water heating again arose with a

comment from one of our staff. I have treated this problem in a Safety Bulletin but it is probably worth a review.

In a clean container, water can be heated well above its boiling point without bubbling! When the water is disturbed, explosive boiling may occur. With the cold weather, many of us are making that first cuppa as fast as possible. After coming in from the cold, we may also want a quick cup of soup. Water superheats if the bubbles do not have a defect on which to form because the pressure required for a bubble to grow is inversely proportional to the size of the initial bubble or defect. All of this goes away if the water contains particles to initiate boiling. A simple solution is to add the dried coffee or soup to the cup before heating. Put the tea bag in before heating! Another solution is to use an unglazed ceramic cup which has exposed ceramic crystals for boiling initiation. In any case, be aware and careful.

I would like to remind you of the **required reports due in January**. The **annual safety survey** is due from each unit by 31 January 2003 covering your 2002 activities; use attachment 4 from CAPR 62-1 as guidance for that report. The **last quarter safety meeting reports** are due by 10 January.

Reporting by email is encouraged; [paddybawn@worldnet.att.net](mailto:paddybawn@worldnet.att.net)

I again remind you that the monthly safety meeting attendance (or post meeting briefing) is a requirement for participation in CAP activities or for operation of CAP assets. Wing staff members must report directly to me by email of their compliance in months where we have no scheduled Wing staff meeting.



## Practicing ELT searches without an ELT

*By Capt John Lorenz*

Various CAP manuals lay out the mechanics of searching for an ELT using wing-blanking and build-fade techniques. Although archaic, these methods still work and are worth knowing for when the DF is on the fritz, or in mountainous terrain where an ELT signal can get bounced around and the directionality isn't always as useful as the strength of the signal. For the masochists among us, they're

also fun to practice. Unfortunately, the few practice ELTs available during a SAREX get mobbed early, and not everyone needing or wanting the practice gets a crack at one.

Fortunately, there are other ways to practice an ELT search, though not with the frequency-specific DF equipment.

The wing-blank method can be demonstrated using any constant-transmission signal on a communications frequency, such as an ATIS or AWOS. Dial it in and fly a steep-banked circle, and the signal will be briefly interrupted when the wing comes between the antenna and the ground station just like an ELT signal. If the signal seems to be coming from the wrong direction, 180 degrees out, the radio is connected to an antenna on the belly of the plane rather than one above the cockpit. This is worth knowing.

We can't change the location of these ground radio stations and hide them to find later, but a realistic wing-blank search can be practiced by artificially hiding the stations and using teamwork between a safety pilot and a navigator to 'find' them. First, put the navigator under a hood and cover the magnetic compass with a post-it or an old sock. The safety pilot then makes a few gentle turns and purposefully miss-aligns the directional gyro while the navigator's eyes are closed, at which point the navigator no longer knows where the aircraft is pointed relative to either north or the ground radio station. I fly this way on a regular basis, and it apparently doesn't hurt anything. Regardless, the effect is to move the ground station to an unknown position relative to the aircraft.

Although it's a good exercise for sharpening an IFR instrument scan, few of us are comfortable under the hood doing the repeated steep turns that are necessary to blank a radio signal. Therefore it's easiest when the safety pilot flies the airplane and does the steep turns while keeping an eye out for traffic. The navigator notes the relative bearing of the signal when it is interrupted and gives the safety pilot courses to steer, determining when it's time to do another wing-blank circle, and directing the team towards the signal in the standard way. The safety pilot, knowing where the target actually is, should not help with the navigation, but should stop the exercise before

entering controlled or congested airspace.

Using a GPS with a recording map makes debriefing after the exercise very instructive. Also, steep turns can get uncomfortable under the hood, so knock it off if someone gets woozy.

This practice wing-blank technique won't work with a navigation radio ground station, since navigation antennas are typically mounted on the rudder where they are not effectively blanked by the wing. However, a continuous navigation radio transmission such as a HIWAS coming from a VOR can work as well as an ATIS or AWOS for practicing the build-fade search technique. It may even be better since some VOR's with HIWAS are located outside high-density traffic areas. Again, use the hood and a catty-wampus DG to 'hide' the radio from the navigator. Stay relatively low to minimize the signal as well as the chance of being skewered by aircraft that are using the VOR for conventional navigation. The safety pilot must keep a sharp lookout near such traffic magnets.

There are several ways to enhance the capability of the both the wing-blanking and the build-fade techniques by increasing and decreasing the sensitivity of the radio receiver. Maximum sensitivity is necessary when first trying to locate the signal source since the goal is to pick up the signal as far away as possible. Flying relatively high is the first option, but turning off the squelch extends the range even further. For Bendix-King radios, turn the squelch off by pulling out the volume knob (marked "pull to test"). The receiver picks up a lot of static this way, but it also now picks up weaker, more distant radio signals. Demonstrate this with an ATIS or AWOS by flying at a low enough altitude and/or far enough range where the voice is intermittent, or even just beyond that range where the voice is no longer heard. The voice will usually return as a steady transmission, although it will be scratchy, when the squelch is turned off.

After you pick up a signal, after having gone to the trouble of increasing the sensitivity of the radio, you now need to go the other way and decrease the sensitivity so that the strengthening signal doesn't saturate the system. As the signal gets stronger, decrease sensitivity by

turning the squelch back on and turning down the volume. As you close in, flying lower decreases the area over which the signal can be heard, helping to pinpoint its source location.

Finally, if necessary, further degrade the signal strength by changing the listening frequency on the receiver by a tenth of a kilohertz or so. Now the signal can be heard only when the aircraft is flying very close to or immediately above the source. In fact, a practice ELT can sometimes be heard on the Unicom frequency if the transmitter is sitting on the wing of the aircraft, but the challenge of finding it diminishes after the first two or three times.

*Editor's Note: Capt Lorenz has been invited by Garrit Paulsen, editor of the SouthWest Aviator Magazine, to publish some of the articles written for NM Wing to be published in SW Aviator. Congratulations Capt Lorenz...you make us proud!*



## Chaplain Jackson Conducts Full Honors Military Funeral

Former NM Wing Chaplain Thomas C. Jackson received a request from the Chaplain Service of Kirtland AFB to preside over a Full Honor Military Funeral and Interment for Col William Ray Boutz, USAF (Ret) who died December 9th. Apparently, because coverage were not possible by Kirtland AFB active duty chaplains and, because the family requested either a retired or ex-active duty USAF Chaplain which Chaplain Jackson is, he was asked to conduct the services for Col Boutz. The funeral was held on December 16 in Albuquerque and the interment was at the Santa Fe National Cemetery. The Honor Guard and Rifle Squad from Kirtland AFB also participated. Chaplain Jackson said, "A Full Honor Military funeral is rarely done any more." He said, "I was happy to dust off my memories of how the funeral was to be conducted. It was a pleasure to help Col Boutz's family have closure of this aged warrior's honorable life."

Included in the funeral liturgy was the moving poem *High Flight* by John Gilles Magee, Jr.-

*Oh, I have slipped the surly bonds of earth, and danced the skies on laughter-silvered wings; sunward I've climbed, and joined the tumbling*

*mirth of sun-split clouds and done a hundred things you have not dreamed of, wheeled and soared and swung high in the sunlit silence. Hov'ring there, I've chased the shouting wind along, and flung my eager craft through footless halls of air. Up, up the long delirious burning blue, I've topped the wind swept height with easy grace, where never lark or even eagle flew. And while with silent lifting mind, I've trod the high-untrespassed sanctity of space, put out my hand, and touched the face of God.*



## Men vs. Women Life's Little Differences

### NICKNAMES

If Laura, Suzanne, Debra and Rose go out for lunch, they will call each other Laura, Suzanne, Debra and Rose.

If Mike, Charlie, Bob and John go out, they will affectionately refer to each other as Fat Boy, Godzilla, Peanut-Head and Scrappy.

### EATING OUT

When the girls get their bill, out come the pocket calculators. When the bill arrives, Mike, Charlie, Bob and John will each throw in \$20, even though it's only for \$32.50. None of them will have anything smaller, and none will actually admit they want change back.

### ARGUMENTS

A woman has the last word in any argument.

Anything a man says after that is the beginning of a new argument.

### CATS

Women love cats.

Men say they love cats, but when women aren't looking, men kick cats.

### FUTURE

A woman worries about the future until she gets a husband.

A man never worries about the future until he gets a wife.

### BATHROOMS

A man has six items in his bathroom: a toothbrush, shaving cream, razor, a bar of soap, and a towel from the Holiday Inn.

The average number of items in the typical woman's bathroom is 337. A man would not be able to identify most of these items.

### SUCCESS

A successful man is one who makes more money than his wife can spend.

A successful woman is one who can find such a man.

### MONEY

A man will pay \$2 for a \$1 item he wants.

A woman will pay \$1 for a \$2 item that she doesn't want.

### MARRIAGE

A woman marries a man expecting he will change, but he doesn't.

A man marries a woman expecting that she won't change and she does.

### NATURAL

Men wake up as good-looking as they went to bed.

Women somehow deteriorate during the night.

### DRESSING UP

A woman will dress up to go shopping, water the plants, empty the garbage, answer the phone, read a book, and get the mail.

A man will dress up for weddings and funerals.

### OFFSPRING

Ah, children. A woman knows all about her children. She knows about dentist appointments and romances, best friends, favorite foods, secret fears and hopes and dreams.

A man is vaguely aware of some short people living in the house.

### THOUGHT FOR THE DAY

Any married man should forget his mistakes. There's no use in two people remembering the same thing.

### *NM Wing Calendar - January 2003*

4-5 Squadron Leadership School (SLS)

Wing HQ KAFB

17-19 SAR/DR Exercise - Alamogordo

21 NM Legislature begins

25 NM Cadet Competition KAFB

25-26 Check Pilot Std Course Santa Fe

28 Military Day at Legislature Santa Fe

